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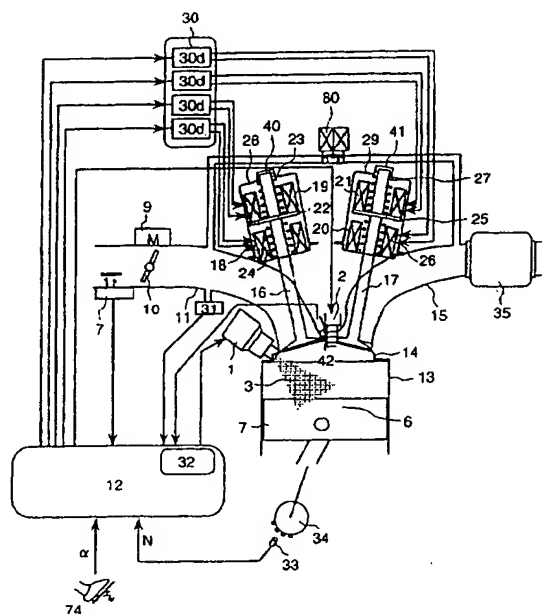
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**(54) Engine control system for controlling in-cylinder fuel injection engine**

(57) In order to provide a system that lower NO<sub>x</sub> emission and an improved fuel consumption are obtained by making the igniting control possible in the wide operation range by performing the fuel injection and the ultra lean burning with the homogeneous air-fuel mixture, in the engine (13) having the compression igniting mode, in the in-cylinder fuel injection engine having the compression igniting mode, means for performing the first fuel injection for the initial combustion speed control before igniting and the second fuel injection for the engine torque control after that, are provided. The second fuel injection ratio for the engine torque control is increased according to the engine torque. Furthermore, in order to improve the igniting, the igniting trigger means is provided in the in-cylinder fuel injection engine (13) having a compression igniting mode and the igniting trigger is added by the igniting trigger means after the first fuel injection.

**FIG. 1****EP 1 063 427 A3**



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# EUROPEAN SEARCH REPORT

Application Number  
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The present search report has been drawn up for all claims			
Place of search <b>THE HAGUE</b>		Date of completion of the search <b>13 September 2002</b>	Examiner <b>Libeaut, L</b>
<p><b>CATEGORY OF CITED DOCUMENTS</b></p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons &amp; : member of the same patent family, corresponding document</p>			

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